

REMARKS

The Examiner's action of September 2, 2003 is noted in which the drawings are objected to and in which the claims are rejected variously under 35 U.S.C. § 102 and 103. Applicant will provide corrected drawings when allowable subject matter has been indicated.

Applicant has amended the claims to point up what Applicant regards as her invention. Thus, Claim 1 has been amended to claim a rotatable collar ignition key system in which the collar can be rotated from the right side to the left side to accommodate a left-handed person. Nowhere is this shown or taught in the art of record

Moreover, Applicant has amended Claim 12 to claim a system in which a key is mounted to the left side of a steering station or steering wheel on the dashboard. Nowhere is this shown or taught in the art of record and allowance of this claim and the corresponding newly added independent Claim 19 is respectfully solicited.

It is noted that in the principal reference, the Chester reference, nowhere is shown or taught a rotatable collar housing an ignition switch. This rotatable collar-mounted ignition system could be readily adapted by the automotive industry as it would require nothing more than apparatus attached to the steering column. In this manner, it would be very easy for the automotive industry to accommodate left-handed as well as right-handed individuals and would provide a much-needed versatility for the vehicles sold. This is not an inconsequential change in emphasis, since there are millions of left-handed drivers in the United States.

Note also that in the Chester reference there are no ignition switches mounted to any dashboard of any car.

Further, the Examiner cites the Barry reference to show a collar on a steering column. However, nowhere in Barry is shown or taught that an ignition switch is rotated from one side of a steering column to another, or that the collar is rotatable. Rather, the Barry invention “features a protected device for preventing an ignition lock of the type including a rotatable key-controlled cylinder from being removed from a steering column.”

What the Barry patent teaches is apparatus to prevent the lock from being popped out of the housing on the column. There is no rotation of a collar and the words “rotatable key-controlled cylinder” refers to the locking mechanism itself.

The Examiner is invited to show where there is support in the Barry reference to show that the ignition switch is rotatable from a left- to a right-hand position and vice versa.

The alterations to the Barry patent suggested by the Examiner are only done in hindsight with reference to the subject Application and are nowhere shown or taught in the Barry reference.

Therefore, it would not be obvious to modify the Chester plural ignition switch assembly to include a rotating ring which carries an ignition switch so that it can be moved from the right-hand to the left-hand side of the steering column.

Thus, Claims 1, 7 and 15 appear to be allowable.

As to the mounting of an ignition switch on a dash panel to the left of the steering station or steering column, absolutely nowhere is this shown or taught in the references of record.

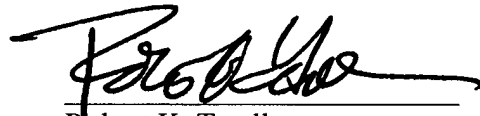
The Examiner cites Raborn to indicate that an ignition switch may be mounted on a dashboard. However, absolutely nowhere is it shown in this reference that the ignition switch should be located to the left of the steering station or steering wheel for any purpose. Moreover,

with respect to the Feider et al. reference, absolutely nowhere is it shown that the switches which may or may or may not be mounted to switch panel 150 are to be to the left of any steering station. Also please note that no ignition switches are shown or taught in Feider et al.

For these reasons, it would not be obvious to combine the references as indicated by the Examiner.


Allowance of the claims and issuance of the case is therefore earnestly solicited.

Respectfully submitted,



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